IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Claims 1-14 (canceled)

15. (new) A balancing shaft for an internal combustion engine, which balancing shaft consists of a tubular hollow body and has a balancing weight and also functional elements arranged on the hollow body, the balancing weight being arranged on the outer circumference of the hollow body and being connected to the latter in an interference fit, wherein

the hollow body (2) is plastically expanded only at the location of its connection to the balancing weight (5), and

the balancing weight (5) is expanded at this location with elastic spring-back.

16. (new) The balancing shaft as claimed in claim 15, wherein the balancing weight (5) is integrally formed on a hub (12) which locally encloses and is secured to the hollow body (2).

17. (new) The balancing shaft as claimed in claim 15, wherein the functional elements are arranged as individual components on the hollow body (2) and are connected to the hollow body (2) in an interference fit.

18. (new) The balancing shaft as claimed in claim 15, wherein the balancing weight (5) and/or the functional elements are additionally connected to the hollow body (2) in a positive-locking manner.

19. (new) The balancing shaft as claimed in claim 15, wherein the hollow body (2) is connected at one end in one piece with a connecting component (10) for drive components, the connecting part (10) closing the hollow body (2).

20. (new) The balancing shaft as claimed in claim 19, wherein said drive components are selected from chain wheels and centrifuges.

21. (new) A method of producing a balancing shaft, a balancing weight and also functional elements being fastened to a hollow tubular body, the balancing weight being positioned on and fastened to the outer circumference of the hollow tubular body with formation of an interference fit, comprising:

introducing a balancing weight (5) and/or of the functional element onto hollow body (2),

partially expanding the hollow body (2) by means of fluidic internal high pressure locally only at the location of the introduced weight (5) and/or of the functional element to form the interference fit while expanding the balancing weight (5) and/or the functional elements so as to spring back elastically.

22. (new) The method as claimed in claim 21, wherein, by means of a hub (12) on which the balancing weight (5) is integrally formed, said balancing weight (5) is pushed onto the hollow body (2) and is then fastened.

23. (new) The method as claimed in claim 21, wherein the functional elements, with a bore (11), are pushed as individual components onto the hollow body (2) and are connected to the latter, with an interference fit being formed.

24. (new) The method as claimed in claim 21, wherein the wall of the through-opening (13) of the hub (12) and/or the wall of the bore (11) with which the balancing weight (5) and/or the functional elements are pushed onto the hollow body (2) are/is designed to be rotationally asymmetric, and in that, by means of fluidic internal high pressure, the hollow body (2) is connected to the balancing weight (5) and/or the functional elements in a positive-locking manner by at least partial contact with rotationally asymmetric surfaces of the wall of the through-opening (13) of the hub (12) and/or of the wall of the bore (11).

25. (new) The method as claimed in claim 21, wherein at least one of the open ends (9) of the hollow body (2) is friction welded to a connecting component (10) closing the end and intended for drive components.

26. (new) The method as claimed in claim 25, wherein said drive components are selected from chain wheels and centrifuges.